

IN THE CLAIMS

Please amend the claims as follows:

Claim 1. (Currently Amended) A control apparatus for a vehicle comprising:

an engine that generates power through combustion of fuel,  
an automatic transmission adapted to transmit ~~that transmits~~ a reverse  
input from a driving wheel to the engine and automatically performs a shifting to a speed  
selected among a plurality of forward speeds each having a different speed ratio;  
a brake control system that electrically controls a braking force of a  
wheel brake; and

a controller that causes the brake control system to control the braking  
force of the wheel brake such that a predetermined deceleration is established upon a coast  
downshifting of the automatic transmission during running of the vehicle in a coast state  
where a throttle valve of the engine is substantially fully closed.

Claim 2. (Original) A control apparatus for a vehicle according to claim 1, further  
comprising a hydraulic power transmission system disposed between the automatic  
transmission and the engine for power transmission using fluid and having a lock-up clutch,  
wherein:

the controller engages the lock-up clutch upon establishment of a  
predetermined lock-up engagement condition including at least a condition where the vehicle  
is running in the coast state; and

the controller executes a fuel-cut control for stopping a fuel supply  
upon establishment of a predetermined fuel-cut condition including at least a condition where  
the vehicle is running in the coast state, and an engine speed is equal to or higher than a  
predetermined value.

Claim 3. (Original) A control apparatus for a vehicle according to claim 2, wherein the hydraulic power transmission system comprises one of a torque converter and a fluid coupling.

Claim 4. (Original) A control apparatus for a vehicle according to claim 1, wherein the controller serves to control the braking force of the wheel brake so as to establish a predetermined target deceleration when the wheel brake is operated through a braking operation of a vehicle operator.

Claim 5. (Currently Amended) A control apparatus for a vehicle according to claim 1, wherein the controller serves to increase the deceleration by increasing the braking force of the wheel brake upon the coast downshifting in response to a downshifting command from [[the]] a vehicle operator.

Claim 6. (Original) A control apparatus for a vehicle according to claim 2, wherein the controller serves to control the braking force of the wheel brake so as to establish a predetermined target deceleration upon one of an ON/OFF timing of the fuel cut control and an ON/OFF timing for engagement of the lock-up clutch.

Claim 7. (Currently Amended) A control method for a vehicle including an engine that generates power through combustion of fuel, an automatic transmission adapted to transmit that transmits a reverse input from a driving wheel to the engine and automatically performs a shifting to a speed selected among a plurality of forward speeds each having a different speed ratio, a brake control system that electrically controls a braking force of a

wheel brake, the method comprising causing the brake control system to control the braking force of the wheel brake such that a predetermined deceleration is established upon a coast downshifting of the automatic transmission during running of the vehicle in a coast state where a throttle valve of the engine is substantially fully closed.

Claim 8. (Original) A control method for a vehicle according to claim 7, wherein a hydraulic power transmission system that is disposed between the automatic transmission and the engine for power transmission using fluid and having a lock-up clutch is provided, the method comprising:

engaging the lock-up clutch upon establishment of a predetermined lock-up engagement condition including at least a condition where the vehicle is running in the coast state, and

executing a fuel-cut control for interrupting a fuel supply upon establishment of a predetermined fuel-cut condition including at least a condition where the vehicle is running in the coast state, and an engine speed is equal to or higher than a predetermined value.

Claim 9. (Original) A control method for a vehicle according to claim 7, wherein the braking force of the wheel brake is controlled so as to establish a predetermined target deceleration when the wheel brake is operated through a braking operation of a vehicle operator.

Claim 10. (Currently Amended) A control method for a vehicle according to claim 7, a deceleration is increased by increasing the braking force of the wheel brake upon the coast downshifting in response to a downshifting command from [[the]] a vehicle operator.

Claim 11. (Original) A control method for a vehicle according to claim 8, wherein the braking force of the wheel brake is controlled so as to establish a predetermined target deceleration upon one of an ON/OFF timing of the fuel cut control and an ON/OFF timing for engagement of the lock-up clutch.